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Page 153

FEDERAL OFFICIALS investigating a series of fatal accidents involving Piper Malibu aircraft (*BA, April 1/131*), have scheduled two meetings in the next six weeks to review their findings. FAA is hosting what was termed "a kickoff meeting for a special certification review team" on April 18 in Kansas City. That session, which will include representatives of NTSB and industry, will "look at all aspects of the airplane" to determine if any elements of the certification process should be redone. A second meeting, sponsored by NTSB, will be held in Washington on June 4-5. An NTSB spokesman said the agency needs additional time to conduct tests of various flight instruments and their interface with the autopilot in the Malibu.

MEANWHILE, the Aircraft Owners and Pilots Association is pushing FAA to modify the current airworthiness directive, which limits the Malibu fleet to flight in VMC conditions (*see related article on Page 155*).

BRITISH AEROSPACE, INC. officials have been pitching some potential regional airline customers on contracts that would include ongoing maintenance and support contracts on aircraft being purchased or leased. For U.S. customers, work would be done at the former Arkansas Modification Center in Little Rock, that is expanding beyond its current role as a modification facility for corporate aircraft (*see related article on Page 155*).

NATIONAL BUSINESS AIRCRAFT ASSOCIATION, in its comments on FAA's proposed airport noise and access restrictions, reiterated its disappointment "that FAA has tentatively concluded that Stage 2 aircraft under 75,000 pounds should not be treated as Stage 3 aircraft for purposes of the rule." The association noted that "the additional noise contribution of small jets to airport noise on a national basis is two one-hundredths dB, a difference that gives real meaning to the term *de minimis*." Given the very small noise impact of small business jets, NBAA said the agency's final rule should "include specific provisions which guard against the indiscriminate 'tag along' restrictions on small Stage 2 aircraft by local airports whose real concerns are with larger aircraft."

FAA TO REQUIRE NEW INSPECTION LIMITS ON SOME TFE731 ENGINE DISKS

Federal Aviation Administration is expected to issue a new airworthiness directive this week that will sharply reduce the inspection intervals for fan disks in approximately 3,000 Garrett TFE731 turbofan engines. The National Transportation Safety Board issued a recommendation last month calling for inspections for cracks "in the blade slot area at substantially less than 3,300 service cycles and recurrent inspections at intervals that will preclude failure" on TFE731-2, -3 and -3R engines (*BA, March 25/123*). The board's recommendation resulted from its ongoing investigation of the separation of the fan section and nacelle of the No. 1 engine on a Falcon 50 late last year (*BA, Nov. 12/189*).

FAA officials confirmed last week they were preparing an AD that will require inspections within the next 50-200 service cycles on fan disks on those engines. Engines with more than 2,800 service cycles will have to be inspected within the next 50 cycles, while those with between 2,300-2,800 cycles must be inspected within the next 100 cycles. The initial inspections involve use of dye penetrant, but eddy current inspections also will be required within the next 1,300 cycles or at the next major periodic inspection.

Garrett officials said the AD and a service bulletin it is issuing this week will apply to "non-lance shot

(Continued on the following page)

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BUSINESS AVIATION BRIEFS

CAMP SYSTEMS INC. has introduced an aircraft charter price quotation capability to its Andromeda system that is used for aircraft scheduling, maintenance and inventory. The new Andromeda Quote enables charter operators to provide trip quotations to potential charter customers while the customer is on the phone. The system incorporates decision tables where the user stores cost data, pricing methods for his operation and fuel burn data for each aircraft in his charter fleet. The system also can incorporate other data such as landing fees, passenger charges, crew expenses, fuel and related items. For information on the Andromeda Quote system, contact CAMP at (516) 588-3200.

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INNOTECH AVIATION of Montreal, Quebec plans to use a specially equipped Falcon 20 to monitor and evaluate the growing oil slick that is polluting the Persian Gulf. Under a contract between the company and the Canadian government's Department of Supply and Services, the Falcon 20 will be based in Qatar and will perform aerial surveys of the oil slick to provide current data on the location, direction and intensity of the pollution. The Innotech Falcon 20 conducted similar missions following the Alaska oil spill. The Falcon 20 is equipped with a multi-spectral, electro-optical imaging sensor (MEIS) developed and owned by the Canada Center for Remote Sensing. The system records information from both the visible and near-infrared light spectra on high-density digital tape, measuring the relative thickness of the oil spill as well as its path and course.

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PATRICIA WEIL, senior vice president-communications for the Aircraft Owners and Pilots Association, has resigned her post effective at the end of this month. Weil has been involved in AOPA's communications programs for the past seven years. She said she has been offered several contract and consulting opportunities that present new challenges.

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ACCIDENTS AND INCIDENTS involving business jets, turboprops and twin-turbine helicopters that occurred since the beginning of the year are detailed in charts on Pages 163-164. Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each accident/incident, plus those involving single-engine, turbine-powered helicopters, are available from Breiling. A review of accidents that occurred last year is available in the *1990 Turbine Aircraft Accident Analysis*, published by the company. For more information, contact Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

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CANADAIR DIVISION of Bombardier has scheduled the rollout of the Canadair Regional Jet for 11 a.m. on May 6 at the company's Dorval plant.

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NATIONAL AIR TRANSPORTATION FOUNDATION will hold a two and one-half day seminar on Line Service Supervisor Training next month. The course will be held May 22-24 at the Ramada Renaissance Hotel in Atlanta, Ga.

* * *

LTV AIRCRAFT PRODUCTS said it developed a new robotic abrasive water jet cutter system to fabricate parts for the B-2 bomber. The system, which uses high pressure water streams capable of moving at more than twice the speed of sound, is used for cutting aluminum, titanium and composite materials. The system evolved from an LTV-sponsored development effort with Flow Systems Inc. (subsequently renamed Quest, Inc.) of Kent, Wash. and Cimcorp. Inc. of Shoreview, Minn.

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EASTERN AERO MARINE, Miami, Fla., will open a new West Coast service and support facility on May 1 near Los Angeles International Airport. The 5,000-square-foot building will include a gas shop and recertification facilities to service the company's line of life rafts and vests, escape slides, oxygen and carbon dioxide systems, fire extinguishers and brake bottles. For more information, contact Eastern Aero Marine at (305) 871-4050.

1991 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	L-25C	Crash during approach in heavy rain,IMC	PT-KKV	Brazil	App	Pass	5	D
02-15	G-II	Ran off runway landing, IMC conditions	N85EQ	OH	Ldg	Pass	-	M
02-13	L-35A	Crash during approach	N535PC	CO	App	Pass	3	D
02-18	DA-900	Uncontained engine failure during climb	N90EW	CO	C1b	Pass	-	M
02-23	1123	Overshot landing, main gear collapse	XA-POJ	Mexico	Ldg	Pass	-	S
03-01	CE-550	Left main ldg. gear collapsed landing	N1958N	GA	Ldg	Pass	-	S
03-04	L-35A	Veered off runway during landing	N136JP	OH	Ldg	Pass	-	S
03-15	L-35	Crash on approach in IMC conditions	PT-	Brazil	App	Pass	4	D
03-16	HS-125-1A	Collided with mountain, night departure	N831LC	CA	C1b	Pass	10	D
03-18	CE-650	Cowling separation during flight	C-GCFP	ID	Cru	Pass	-	M
03-18	L-25D	Crash landing, no further information	PT-LLL	Brazil	Ldg	Pass	4	D
04-02	CE-500	Hard ldg., windshear, nose gear collapse	N101AG	CA	Ldg	Pass	-	M
04-08	1124	Swerve, runway departure during takeoff	N41WH	CO	TO	Pass	-	S

Information is based on preliminary reports and is subject to change as investigation continues.

1991 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
91-01-11	BE-90F	Pwr.loss init.clb.,following eng.change	N311DS	TX	Clb	Ferry	-	S
01-11	BE-200	Hard landing in IMC, icing conditions	N200MR	MO	Ldg	EMS	-	S
01-30	BE-200	Hit snowbank on rwy side.IMC,low vis.app.	N30SE	PA	Ldg	Pass	-	S
02-01	BE-200	Engine cowl separation in flight	N5584M	IN	Desc	Pass	-	M
02-22	MU-2	Crash following steep turn on takeoff	N274MA	OK	TO	Pass	3	D

1991 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

91-01-07	AS-332M	Crash during post mtnce. Tail rtr. failed	-	Singapore	Cru	Test	4	D
01-26	MBB-117B1	Struck mtn. cruise. IMC, night (dark)	N891GM	PA	Cru	Ferry	4	D
02-10	B0-105CBS	Sank following precautionary eng.out ldg.	N5413D	AK	Ldg	Pass	-	D
04-04	BE-412	Mid air with PA-600, crash in school yard	N78S	PA	Maneu	Pass	7	D

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